



Abe's Safety Dept. Keep Standards High

By MCSN James Evans
Penny Press Staff

As USS Abraham Lincoln (CVN-72) reaches the midway point of its Dry-dock Planned Incremental Availability (DPIA) at Puget Sound Naval Shipyard (PSNS), Lincoln Sailors continue to face the hazards of working in an industrial environment. As a result, Lincoln's Safety Department is continuing its efforts to keep Sailors informed about the importance of safety.

"All day we're going on "roves" (roving patrols) looking for issues that might endanger our shipmates or the shipyard workers," said Fire Controlman 3rd Class Randy Anfinson, one of 12 third class petty officers that have been temporarily assigned to Safety Department.

Normally Safety Department consists of first class petty officers and above, but with the added safety concerns of DPIA, these well trained and highly motivated junior Sailors have been asked to augment existing safety personnel.

"They've received a lot of compliments from the shipyard safety representatives," said LCDR Paul Treadway, Lincoln's Industrial Hygiene Officer and Assistant Safety Officer. "One gentleman told me that this was his fifth carrier and he had never seen a group of third classes so motivated to step up and get into safety work."

According to Treadway, the extra help is necessary because of



Photo by MCSN James Evans

A03 Lorenzo Chapman (right) and FC3 Randy Anfinson (middle) of Safety Department secure loose lighting fixtures aboard USS Abraham Lincoln (CVN-72). Lincoln augmented its Safety Department with 12 third class petty officers for the 2006 Dry-dock Planned Incremental Availability (DPIA) period.

additional safety requirements mandated by DPIA and PSNS.

"While we're in dry-dock, we not only have to follow the force afloat and shipyard

Turn To SAFETY, Page 3

Commander Third Fleet Visits Abe in Drydock

By MCSN James Evans
Penny Press Staff

Vice Admiral Barry M. Costello, Commander, Third Fleet visited USS Abraham Lincoln's (CVN-72) chief petty officers and junior sailors Oct. 30.

He also toured areas of the ship currently under rehabilitation as part of Lincoln's 2006 Dry-dock Planned Incremental Availability (DPIA) period at Puget Sound Na-

val Shipyard in Bremerton WA.

Costello held an Admiral's call for the ship's chief petty officers addressing a number of issues, including worldwide operations, and answering questions.

Costello and his party then toured the carrier's work spaces and viewed the progress by Sailors and shipyard workers.

"The admiral was very interested in what kind of work we're doing, and wanted to know if we knew of any ways to make the ship's berthings more efficient," said Op-

erations Specialist Seaman Kyle Wilson, a member of Lincoln's berthing rehabilitation team.

Before departing, Costello was shown Lincoln's flight deck and the scaffolding that surrounds the ship's island structure to view corrosion restoration being conducted by members of Lincoln's Combat Systems Department as part of DPIA.

Following his visit to Lincoln, Costello paid a similar visit to other commands in the region.

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At The Movies

Hocus Pocus Abracadabra:

The Prestige Pulls Entertainment Out of Its Hat

By MC2(SW) Dan Cleary
Penny Press Staff

Hello mages of the ancient art of film. This week's future blockbuster is the thriller *The Prestige* starring Hugh Jackman (*Wolverine*), Christian Bale (*Batman Begins*), Scarlett Johansson (*The Black Dahlia*) and directed by Christopher Nolan (*Batman Begins*).

The *Prestige* follows the life and times of two magicians, Robert Angier (*Hugh Jackman*) and Alfred Bordon (*Christian Bale*).

The movie begins with Angier, Angier's wife Julia (*Piper Perabo*), and Bordon working as stage hands for a two-bit magician. Every night Julia plays the beautiful assistant while Angier and Bordon are the "planted" volunteers in the audience. Tragedy strikes the trio when Julia is killed in

a magic trick gone terribly wrong. Angier blames Bordon for the death of his wife, thus creating a rivalry of bitter enemies.

Both magicians eventually become moderate successes. Bordon goes by the stage name "The Professor" and Angier as "The Great Danton." When Bordon creates a magic trick called "The Transported Man" that Angier describes as "The best trick I've ever seen" he decides that he is going to steal Bordon's masterpiece, for Bordon stole his wife from him. Angier sends his assistant Olivia (*Scarlett Johansson*) to be his undercover spy. Furious from being treated like nothing, Olivia decides to double-cross Angier and become a spy for Bordon. Eventually this double-cross would lead to shame and injury to Angier.

Fueled by rage and jealousy Angier decides to travel to Colorado Springs where rumors have it, lives the man Tesla (*David Bowie*), who built "The Transported Man"

for Bordon. What Angier finds there is much greater than any simple magic tricks, a secret so great that it will forever change the lives of both magicians.

This movie has everything a good thriller should have; twists galore, suspense, startling revelations, and of course Scarlett Johansson. The very moment the movie starts you are thrown for a loop that doesn't end until the movie does. In the movie, the line "Are you watching closely" is said repeatedly and for good reason, every detail counts and adds up in *The Prestige*.

If an all-star cast, magic tricks, and a movie set in 18th century London doesn't sound appealing then hopefully the director Christopher Nolan will. The man who brought you *Memento* and *Batman Begins* definitely has done it again in his latest work. This movie is so nice it's worth seeing twice.

With a slight of hand and distractions left and right, "The Prestige" dazzles audience members with its tale of dueling magicians.

The Prestige earns 5 out of 5 Dano's.



Had a drink? Get a ride!
Call (425)530-1934 for Abe's Smart Ride.
A phone call now can save you a headache later.



Nov. 7, 1861

Naval forces under Rear Admiral Samuel F. DuPont capture Port Royal Sound, S. C.

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News

ORM Is a Mindset, Not a Program

From FLTCM (SW/AW) Jaqueline DiRosa

Special to Penny Press

Loss of life through wartime combat operations is a tragic reality. Loss of life on the highways and roads through ignorance, poor planning and bad judgment is senseless and preventable. In just the past fiscal year, more than half of total Navy and Marine Corps mishaps were traffic related.

The Navy's three youngest age groups, ranging from 17-to 29-years-old, had triple the fatality rate of the 30-to 34 year group.

In the first quarter, the Navy saw an average of 10 traffic-related deaths per month and an average of six deaths per month in the last quarter.

Alcohol, fatigue, speed, and the relative youth of Sailors and Marines were key factors in these accidents. There is little doubt that these Shipmates failed to properly assess their risks.

Safety management and risk assessment have been critical elements of our Navy culture for many years utilizing the Operational Risk Management (ORM) model.

There isn't a command training exercise or deployment operation in which ORM is not taken into considered as a tool to identify the risks and weigh them against the possible outcomes.

It has been proven that the application of the ORM model saves lives when applied on the job and ORM can be just as effective in our personal lives and off duty activities, especially when operating a private motor vehicle.

As a refresher, the four principles of ORM are:

-Accept risk when benefits outweigh the cost.

-Accept no unnecessary risks.

-Anticipate and manage risk by planning.

-Make risk decisions at the right level.

To assist you in planning your trip and evaluating the driving risks, the Naval Safety Center offers a web-based PMV risk-assessment tool called the Traffic Risk Planning System (TRiPS). This helpful tool is available via Navy Knowledge Online (NKO) to anyone with an NKO account.

You can also visit the Naval Safety Center web page at www.safetycenter.navy.mil for additional safety tips, training materials, and detailed information on how to apply ORM on or off duty.

Your mentors and leaders are responsible for providing the proper tools and training to assist you in making the right risk management decisions.

It is then your responsibility to use the tools and training to ensure the benefit of your decisions outweighs the risks involved. It is critically important that you employ the practices of ORM in your personal life and maintain an awareness of the impact your decisions can have on you and others.

Just as safety management and risk assessment are key enablers to mission readiness, they are also key enablers to your personal readiness.

As we prepare for the upcoming Veteran's Day weekend and holiday season, I ask each of you to give serious thought and consideration to your travel plans and off duty activities and make safety and risk assessment key elements of your plan. Supervisors are strongly encouraged to review PMV safety practices and ORM principles with their Sailors routinely. We cannot afford to lose even one Sailor due to carelessness. ORM works if you work it.

SAFETY

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safety standards, which are all based on Occupational Safety and Health Administration (OSHA) industry standards, but there's also a laundry list of PSNS-specific regulations that we have to look out for as well," Treadway said.

Treadway added that while most Sailors are accustomed to abiding by forces afloat safety regulations like Operational Navy Instruction 5100.19D in their daily work, many may now be performing duties that differ from what they would normally be doing.

Besides the constant roves being conducted by safety petty officers throughout the ship, safety officers and shipyard safety representatives tour specific areas each day to observe what hazards exist and ensure

that Sailors are taking the proper steps to minimize the danger to themselves and their shipmates.

"Every morning from 9 a.m. to 10 a.m. myself and group of petty officers meet with representatives from Todd Pacific Shipyard and PSNS Code 106 (Safety) to discuss different issues and to go look at areas of the ship where work is being done," said Treadway.

During these tours, safety personnel take note of hazards and inform workers of the proper safety protocol they should be following.

"A lot of people don't realize that right now many areas of the ship are well above the 84 decibels that requires single hearing protection," said Treadway, who uses a sound level meter to check noise levels during his tours. Sailors are instructed to wear

double hearing protection if the noise level in an area is found to exceed 104 decibels or any time they are operating needle guns, air hammers, or other loud tools.

According to Anfinson, other safety issues that he looks for are Sailors not wearing the proper respirators for painting, hot work or deck grinding, wearing the wrong safety glasses, and improperly anchoring lifelines when working aloft.

As always, Safety Department is on the lookout for sailors not wearing hardhats and safety glasses around the ship, but Treadway says this has become less of a problem.

Personnel with safety questions are encouraged to speak with their divisional safety petty officer, visit Safety's Department's page on Abenet, or contact safety department.

Final Words



Shipmates

The strength of a warship lies in the hearts and hands of its crew.



Photo By MCSN Ronald Dallatorre

Vice Admiral Barry M. Costello speaks to the Chiefs of USS Abraham Lincoln (CVN 72) during his visit to the ship. Lincoln is currently in dry dock in Puget Sound Naval Shipyard undergoing repair and refurbishment as part of its Dry Dock Planned Incremental Availability (DPIA).

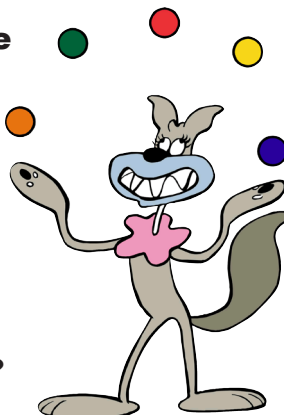
Abe Lincoln and Naval Base Kitsap MWR -present- recreational fair 2006

Join in the fun at the old gym on base Wed, from 10:30 a.m. to 1 p.m. Enjoy the free lunch.

The fair is an excellent chance to get all the info you need to keep entertained during DPIA.

Eat a free lunch, ask the on-hand representatives all the questions you can think of.

Did we mention there's a free lunch?



Editor's Top 10

Signs your house has flooded from all the rain..

10. Your kids need water wings to get from the living room to the kitchen.
9. Your property value goes up when you claim your living room as waterfront property.
8. There's a spineless jelly fish on the bed, and no, it's not the one that you married.
7. Your spouse makes horrible jokes about the family pet being a "catfish."
6. The Navy wants to build a base in your garage.
5. You worry about pirates taking the Thanksgiving turkey.
4. Your new neighbor is Aqua Man.
3. You use old Penny Press issues in paper boat races down the stairs.
2. Your TV makes crazy sparks everytime you turn it on.
1. Two words: Sea Monkeys.